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SUPPLEMENT TO 25X1X
REPORT NO.

1. The Plzen-Domazlice railroad line is single-track. (1) The departure line at the Plzen railroad station has three tracks since the lines to Cheb and to Zelezná Ruda also branch off there. Each of the tracks crossed the Radbuza River on a separate viaduct. The viaducts are steel structures resting on reinforced concrete piers. They may be crossed by trains pulled by two steam locomotives. The departure line runs through the area of the Skoda Plant Skvrnany; then the individual tracks branch out. One track runs to Cheb, the second to Domazlice. The line to Cheb crosses over the line to Domazlice on a viaduct, a steel structure resting on reinforced concrete piers. On the perimeter of Plzen the line to Domazlice runs over a reinforced concrete bridge about 50 meters long and 12 meters high. Approximately 1,000 meters before the Holysov railroad station the line crosses the Radbuza River. The viaduct there is about 80 meters long and 8 meters high. During the summer of 1950, the bridge was guarded by civilians armed with rifles, probably factory militia from the nearby ammunition factory. Among railroadmen it was rumored that two attempts had been made to blow up the bridge. Source saw that a section of the bridge was repaired. In May 1951, the bridge was in good condition. A new railroad station building was being erected in Vejprnice. The Holysov railroad station was built about 1949. A military loading ramp 30 to 40 meters long is available at the Stankov railroad station. A single-track side line to Hermanova Hut branches off at Myrany. Another track running to Pobozovice branches off at Stankov. A line to Klatovy branches off in Domazlice. The Domazlice railroad station has a single-story brick building, about 550 meters long, and 12 tracks. A storage shed, 60 meters long with a loading ramp running along the entire length of the shed, is on the right-hand side of the track coming from Plzen. A second concrete ramp, about 40 meters long, is opposite the station building, on the left-hand side of the Plzen track. A locomotive shed with one water tank is also available at the station. Three other water tanks are located nearby. Domazlice is a customs check point for all trains arriving from or departing to the U.S. Zone of Germany. The customs bureau is housed in the storage shed of the railroad station. Mostly passenger trains operate

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on this line. Westbound freight traffic handles mainly coal bound for Domazlice or abroad. The bulk of the freight traffic of Plzen consists of coal from the small coal mines near Helysoy in the direction of Plzen every week. Source did not observe any repair work on the line. The dispatch offices on the Plzen-Domazlice line are staffed by women since the line is of relatively minor importance and does not require much experience. All male train conductors were considered politically reliable were transferred to other railroads; those who appeared to be unreliable were transferred to industrial

2. The Plzen-Zel. Ruda railroad line is single-track. Between the Cervone Iorici and Svihov railroad stations, about half way between Plzen and Zel. Ruda the line crosses a river on a steel bridge resting on reinforced concrete piers. There is a railroad tunnel, about 1,000 meters long, immediately before the Spicak railroad station. A single-track line running to Domazlice and another single-track line leading to Rozdovice branch off in Klatovy. In 1950/51, two tracks were added to the previously available six tracks at the Valcha railroad station. It is believed that Valcha is to serve as a regulating station in case that the Plzen railroad station is congested. In the summer of 1950 the roadbed of the line was provided with new ballast from Valcha as far as Plzen. The Plzen-Zel. Ruda railroad line mostly handles passenger traffic. Freight traffic on the line is insignificant. From the Myrsko railroad station onward passengers are checked in each train by SMR personnel. Two SMR soldiers armed with pistols usually board the train at Myrsko and check the papers of all passengers on the trip to Zel. Ruda. Luggage is not inspected. All travelers are required to leave the train in **Mestys Zel. Ruda**. Only the train personnel may stay on the train as far as Zel. Ruda, and they must have certificates authorizing them to stay in the **border area.** (2) These certificates are issued on an individual basis by the dispatcher in Klatovy. They are valid for one trip only. Source did not know whether travelers are being checked at the **Mestys Zel. Ruda** railroad station. No SMR personnel is stationed at the Zel. Ruda railroad station. However, PS guards are permanently posted in front of the station building. The guard house of the PS is close to the Zel. Ruda railroad station. Two border guard soldiers with two watch dogs are on duty there at all times. Source, who often was in Zel. Ruda, never saw persons being checked in the streets. There is a road block, permanently guarded by border guards with two motorcycles, on the road from the town to the Zel. Ruda railroad station.
3. The Plzen-**Chab** railroad line is single-track. About 1 km before the Stribro railroad station the line crosses a bridge, a steel structure resting on reinforced concrete piers, about 90 meters long. About 100 meters behind Stribro there is a reinforced concrete bridge about 300 meters long over the valley of a brook. About 200 meters behind this point the line is crossed by a reinforced concrete road viaduct. Immediately after the Svojsin-Cernosin railroad station a steel bridge resting on reinforced concrete piers and about 50 meters long crosses a river. There are two more bridges and two tunnels between Svojsin-Cernosin and Josefa Hut. Of the two tunnels, the one which is near Svojsin-Cernosin is 60 meters long, the other one which is immediately before the Josefa Hut railroad station, is about 130 meters long. The station was given its new name of Josefa Hut about March 1951. A single-track line to Rozdovice where a military post was established about the beginning of 1950 branches off at Klatovy near Stribro. Osclim located behind Stribro, formerly a railroad stop, became a railroad station in late 1950. At Svojsin-Cernosin a single-track branches off to the north near Tachov. The Plana railroad station near **Marianske Lazne** is about 600 meters long and has 12 tracks and two loading ramps, a civilian one 50 meters long and a military one 70 meters long. At the edge of the station area in the direction of Plzen is the locomotive shed at the left of the trackage. Three water tanks are available at the station. A single-track side line running to Tachov branches off in Plana. The Lar. Lazne railroad station, which is about 700

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meters long, has 12 to 14 tracks, two ramps each 50 meters long, a water tank, a shed for a stand-by locomotive, and a crane for the loading of heavy goods. A line to Karlovy Vary branches off in Kar. Lazne. The Lazne railroad station, a relatively minor installation, is about 500 meters long and has about 5 tracks. The roadbed of the tracks was thoroughly maintained in the fall of 1950. The loading ramp at the Lazne Kynzavart station is about 30 meters long. The Chab railroad station has about 55 tracks. The buildings at the passenger station are temporary wooden structures. The entire railroad station is being rebuilt. The area west of the station is being levelled and the railroad station is to be built there as a brick structure. Chab is scheduled to become one of the most modern railroad stations in Czechoslovakia. The scheduled completion date for the new railroad station was unknown to source. Traffic on the Plzen-Chab railroad line was very heavy.

4. The Plzen-Prague railroad line is double-tracked. About 300 meters after leaving the Plzen railroad station the line crosses the river on a steel bridge resting on reinforced concrete piers. The structure is about 100 meters long and 8 meters high. Immediately before the Horovice railroad station there is a railroad overpass, a steel structure on concrete bases about 30 meters long and 5 meters high. The line rises considerably between Rokycany and Zdice but then descends again toward Zdice. The angle of ascent and descent is about 12 degrees. Immediately after the Zdice railroad station there is a reinforced concrete bridge over a road and a brook. The structure, which was rebuilt in 1950, is about 25 meters long and 10 meters wide. The bridge may be considered as part of the Zdice railroad station area for a number of rails converge on it. There is another larger bridge between Radotin and Chuchle railroad stations across the Vltava River. The bridge is a steel structure about 130 meters long and 8 to 10 meters high. The Vyschradsky Bridge across the Vltava River in Prague, a steel structure, is about 200 meters long. In 1950, the bridge was repaired and the roadbed in front of it on the Smichov side of the river was raised by about two meters. Source believed that the entire Smichov railroad station was to be raised by two meters. Single-track side lines branch off from the Plzen-Prague railroad line at Chrast near Plzen to Radnice; at Rokycany to Nezvestice; at Zdice to Rakovnik, and at Zadni Treban to Lochovice. In early 1951, the through traffic tracks were repaired in Rokycany. In 1950, a new concrete side and end-loading platform was built in Holoubkov. The ramp, which is about 80 meters long, serves exclusively military purposes. Another loading ramp used for the handling of civilian goods is about 30 meters long. The station is about 750 meters long and has seven tracks. The railroad station has a relatively large loading site which was used by military units from the fall of 1950 to February 1951. Karizek, formerly a railroad stop, was converted to a railroad station. Work on the improvement of the installation, which is to be provided with four tracks, was started in 1950. In May 1951, the rails of the track were laid but they were not yet connected to the main line by switches. The railroad station area was being prepared for an extension of the trackage. Water tanks are available on the Plzen-Prague railroad line at the railroad stations of Rokycany, Horovice, Zdice, Beroun and Zadni Treban; locomotive sheds in Rokycany (for one engine), in Zdice and in Beroun. The entire line is overburdened, particularly with freight traffic. On the average, a train operated on the line in both directions every 15 minutes. (2) Mostly products of the Skoda Plant, on the main machine tools, are shipped on the line from Plzen to Prague. Heavy dredgers were often seen en route to Dubacovo. (3) Motor vehicles, including small sedans, were shipped from the Skoda Plant on flatcars. Four of these sedans were usually loaded on one car. Shipments of various sizes of iron rods and other iron materials were seen en route from Plzen to Rokycany. Rolled products, sheets and wires of various calibers were shipped from Rokycany in both directions. Sectional steel to be used for construction projects very often left the Rokycany railroad station. Limestone from the local lime kilns and cement were shipped from Beroun in both directions. These were probably needed for the construction of factory halls were shipped from an unidentified railroad station in Prague to Rokycany. The consignee of all these shipments were the Iron Works in Bile Cerkov, formerly Bradek near Rokycany.

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5. The Plzen-Zatec railroad line is single-track. The line originates at the shunting station in Plzen. Immediately after the shunting station the line crosses the Ize (Ries) river on a reinforced concrete bridge about 80 meters long and 12 meters high. Another bridge, which crosses the Elbe River, is about 1,500 meters beyond the Kaznojov railroad station in the direction of Zatec. The bridge, a steel structure resting on concrete piers, is 130 meters long and about 30 meters high. About 300 meters in back of the Plasy railroad station is a tunnel about 120 meters long. After leaving this tunnel the line crosses another river bridge about 100 meters long. Two more tunnels, 60 and 30 meters long respectively, are between Plasy and Bladotice. There is a reinforced concrete bridge, about 100 meters long and 10 meters high, across the Ohre River, 1,000 to 1,200 meters before Zatec-West. No important railroad stations are located on the line. In early 1950, work on the construction of a new railroad station building was started in the Zatec-West. It is believed that this building has been completed in the meantime. The Zatec-West railroad station, which is about 300 meters long, is provided with locomotive sheds for a sizable number of locomotives and 16 to 18 tracks. The railroad station mostly handles freight traffic while passenger traffic is mainly directed to the Zatec Main Railroad Station. Water tanks are available on the Plzen-Zatec railroad line at Plasy, Blatno, Podvorany, Zatec-West and Zatec Main Railroad Station. Single-track side lines branch off from the line in Bladotice, to Rokycany; in Blatno to Zlutice and ~~Bečov nad Teplou~~; in Klatice to Kadan and at Zatec Main Railroad Station to Prague-Chomutov and Duchcov. The railroad line mainly handles freight traffic. Mostly empty coal trains are dispatched to Zatec from where they are forwarded to the North Bohemian coal district. Coal is shipped in the opposite direction. Many agricultural machines are dispatched from Zatec to Plzen. Occasionally, entire trains of tank cars leave the Stalinovy Zavody (Stalin Factory) in the direction of Plzen and C. Budejovice where they are parked at the shunting station. In 1950, source learned from a train conductor that these trains of tank cars are dispatched to Gmund. (S)
6. The Plzen-C. Budejovice railroad line is single-track as far as Nepomuk and double-track from Nepomuk to Horazdovice. From there to C. Budejovice the line is again single-track. There are a number of minor bridges on this line, of which the only one worth mentioning is a bridge across the Moldau River about 300 meters before the C. Budejovice-Alstadt railroad station. The bridge is 90 to 100 meters long and about 8 meters high. The Nepomuk railroad station is about 300 meters long and has 12 tracks and a locomotive shed for one locomotive. A single-track secondary line running to Blatna branches off at Nepomuk. The Horazdovice railroad station is about 700 meters long and is provided with about 16 tracks and a rather large locomotive shed. A single-track line to Klatovy branches off at Horazdovice. The Razioc railroad station, where a line to Prague and another one to Erno via Tabor and Jihlava branch off, is mostly used for passenger traffic. The Protivin railroad station consists of a shunting station and a passenger station. The installation is about 700 meters long and has about 22 tracks. A running shed is on the right-hand side of the track to C. Budejovice. A single-track line to Vimperk branches off in Strakonice, and a single-track line to Tyn nad Vltavou and Vochnary branches off in Cicek. Another single-track line runs from Divice to Kotelice. The intensive traffic on the line is made up in equal parts of passenger and freight traffic.
7. A total of about 1,200 railroadmen, exclusive of office personnel, are employed at the Plzen railroad station. About 30 percent of the personnel are women who generally serve as train conductors. Well-qualified women are employed as train dispatchers at minor railroad stations. About 90 percent of the railroad personnel are members of the Communist Party; however, only about 50 percent are convinced Communists. On the other hand, almost all (sic) the female employees are convinced Communists. In 1951, the wages of the railroad personnel were increased. In spite of this the railroadmen are not content with their wages since they are hardly adequate to maintain a family. A guard room of the Ochranna Straz Seleznic (Railroad Police) (OSZ)

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is located in the express freight building of the Plzen railroad station. The GZ Detachment of 12 men is stationed there. The railroad police are armed with pistols, but rifles are kept in the guard room. About 120 locomotives are stationed in Plzen. Rody Pa and Px-type railcars, suitable for the shipment of heavy loads, are being used by Czechoslovakian State Railroads. The Pa type flatcar has four axles while the Px-type car has more than four axles. The former has a capacity up to 30 tons, while the latter is capable of loads heavier than 30 tons. Many of these cars are used by the Iron Works in Rokycany. The cars are provided with roller bearings and movable axles (sic) and wheel flanges, and are equipped with a type lozic automatic pressure brake. The cars can be converted to Soviet-gauge. The car is generally called a "lozic". Each of them is provided with chains for the fastening of loads. The car has the width of a standard freight car but is 15 meters long. The Px type car is 15 meters long or longer, depending on its number of axles. The standard car Rody Var, Zsr and Odr can be converted to Soviet-gauge in a very simple manner. The bodies of the cars are lifted and the wheels are set to Soviet-gauge as source learned in various training courses given to railroad personnel. The conversion of the cars is performed in Cerna nad Tisou from where they proceed into the U.S.S.R. Cars remain loaded while the conversion is being done. (6)

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Comments

- (1) Domazlice seems to be the terminal of the line for domestic Czech traffic. All of the data furnished by source on the trackage of the lines agrees with available information.
- (2) Comment: The city of Mestys Zelezna Ruda is served by two railroad stations, one northwest of the center of the city, known as the Mestys Zelezna Ruda station and the other directly on the German-Czech border, known as the Zelezna Ruda station.
- (3) This performance corresponds to a train density of 96 trains in both directions within a 24-hour period.
- (4) Mukacevo or Munkacs is a transloading point from standard to Soviet-gauge.
- (5) It is believed that railroad tank cars arrive empty from the Soviet Zone of Germany en route to the Zistersdorf oil fields in Austria, and then return loaded on the same route.
- (6) Pa and Px type flatcars are believed to correspond in their designs to the German S8y and S8yma-type cars. The "r" added to the German and Czech type designations indicates that these cars are convertible from standard to Soviet-gauge and vice versa. Var is a wooden gondola car with a removable custom wall; Zsr is a wooden box car with a removable custom wall; the "d" is Odr indicates that the car is over 10 m in length. Information on the Cerna nad Tisou transloading point was transmitted previously.

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